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readings of the book, and, if I mistake not, it describes more accurately than do Mr. Heilman's own words, what his own impressions are.

The short Appendix A, giving three important provisions of the General City and Village Law of 1872, and the 33 page Appendix B, giving the status of the hundreds of particular franchises as claimed by the City of Chicago and again as claimed by the companies, may have value and interest for the specialist or Chicagoan; to the general reader, they are caviar or caveat, according to his taste.

The book contains numerous typographical errors. The division and sub-division of 97 pages of text into six parts and twenty-two chapters might properly have been the subject of editorial advice. It smacks too much of book-making.

GEORGE RAY WICKER.

Dartmouth College.

Confessions of a Railroad Signaller. By J. O. FAGAN. With illustrations. (Boston and New York: Houghton Mifflin Company, 1908. Pp. 181. \$1).

There has been much denunciation by regulating bodies, by the press and by students of the transportation problem of the recklessness of American railroading. Many causes have been suggested therefor and many remedies have been proposed. But this book is the first frank expression from the "inside" of the real difficulties of the situation. The author's claim to a hearing rests upon an experience of twenty-seven years as telegraph operator, towerman, and chief clerk to a railroad superintendent. From this point of vantage, he speaks his mind in no uncertain tone.

He insists in the first place that the remedy for the present deplorable state of affairs must be sought in an adequate discipline of the men upon whom the safety of public and employees depends,—a proposition with which all who have investigated the problem of railroad accidents will at once agree. Safety devices of the most improved type are of little or no value if the human element proves inefficient, and it cannot be denied that such inefficiency is common if not prevalent on American railroads,—an

inefficiency not confined, however, as the author would imply, to employees proper, but pervading the official class as well.

With the author's second proposition, that this lack of discipline is due to trade union influence and domination, no such general agreement can be secured. The reviewer a few years ago investigated this question as carefully as was possible from the outside, and found the evidence so conflicting that he was unable to reach any conclusion satisfactory to himself. But the author has certainly presented a strong case, and most readers will be inclined to believe that there is at least a basis for his assertions.

His third proposition, that relief must come from external authority, should receive prompt endorsement. Whether we believe that an *impasse* has been reached, brought about by trade-union selfishness and indifference, or whether we believe on the other hand that some solution could be found by railroad managements, the fact remains that no solution has been found, neither is there any likelihood that a solution will be forthcoming within any reasonable time. Meanwhile accidents increase, newspapers and commissions talk and the public continues patient or indifferent. It is high time that the public ceased to occupy this humiliating position, and demanded of Congress a law making the killing of individuals in railroad accidents a crime. Nothing would do more to reduce the dangers of railroad travel.

This book serves a useful purpose in keeping the real question before the American public. But in laying the entire blame upon the railroad employee, it does this class an injustice and presents only a partial picture of the situation. We shall not have the whole truth until a companion volume appears containing the confessions of a railroad superintendent.

FRANK HAIGH DIXON.

Dartmouth College.

Money Hunger. By HENRY A. WISE WOOD. (New York: G. P. Putnam's Sons, 1908. Pp. 144. \$1 net).

This little book is a thoughtful recognition of the political and social evils of the present day manifested in American methods of doing business, with suggestions as to remedies.